

Newsletter of the Jet Pilot's Organization

# *Contrails*

Fall 2024

Volume 36, Issue 2



Larry Ingram caught this Elite Aerosports *BDX* doing it's thing at the Ottawa Valley Jets event.



## President's Report

**Bob Klenke**

Back on October 13th, we watched in amazement as the largest rocket ever built launched into orbit around the earth, and after pushing the second stage into orbit, the massive booster section basically “glided” down to its launch point, reignited its rocket engines, and set down gently in the mechanical arms of the launch pad from which it had taken off just minutes earlier. As I write this, that booster is almost ready to take off again and perform the same incredible mission.

The pace of advances in technology in our lifetimes is amazing, and if anything, it's getting faster. The technology available to us as jet modelers is advancing along with it. Back in 2002 or so, when I bought my first turbine engine, a JetCat P120, that was considered a “big” motor. These days, most jets you see at the field are powered by turbines that are significantly bigger, and “model” jet turbines rated to over 600N thrust are available. We've seen the same progress in radio technology. Instead of AM-based PPM in the 72 MHz band that required us to manually deconflict our frequencies, we now have radio links in the 2.4GHz ISM band that allow many more simultaneous users and automatic deconfliction based on advanced spread spectrum RF transmission techniques. We have computer-based radio systems that can transmit 24 (or more) channels of information, and at faster update rates than previously possible. We have sophisticated on-board electronics that allow for the use of multiple receivers to further increase the reliability of the RF link to our aircraft and also allow the flexibility to assign virtually any channel to any function.

In the area of control systems, we used to be limited to analog servos with maximum torque ratings of 100 oz-in or so. Now we can get digital servos with incredibly better speed, torque and holding power and that run on higher voltage for better performance and efficiency. There are a myriad of gyros that operate on all three axes that are available to provide improved flight characteristics for our models, and we have reliable and powerful electric landing gear and brake systems – even with ABS functionality!

The same type of progress is visible in the models we have available. Remember when an ARF model was made of blow-molded ABS plastic with a rough plywood structure underneath (anyone remember Lanier models)? Now we have ARF models that are constructed of advanced composite materials, are painted outside the mold, and many are available completely ready-to-fly. There are an

ever-increasing selection of these models, both sport and scale, and a lot of them are simply stunning to look at. Even those of us who occasionally like to build our models have benefited from this progress as the quality and quantity of the kits available that utilize laser cutting, composite materials, etc., is tremendous.

On the rules and regulations side, we need to work to have the rules we operate under keep up with these technological improvements – as well as advocate for the ability to fly our models in the National Airspace safely as we have for the past many years.

This is the area where I see the JPO having its most important role and offering the greatest value to the jet community. Since I took over as JPO President, that is where I have put most of my time and effort, along with the help of a number of terrific, hard-working people.

Over the past several years, the JPO has supported and in many cases, actually initiated these listed changes to the AMA Gas Turbine Program (AMA Document 510A – our jet turbine rules):

1. Changed the turbine thrust limits for models over 55lbs (LTMA) from a fixed thrust limit to “wet weight plus 5 lbs of \*installed thrust.\*”
2. Added the provision to allow jets with specified characteristics that are below 12 lbs to be used for Turbine Waiver qualification flights.
3. Added the requirement for a pilot seeking to perform a waiver qualification flight to complete at least one buddy box flight of the model to be used with the experienced turbine pilot who will supervise the qualification flight.
4. Led the committee of Subject Matter Experts who wrote the Large Model Helicopter (LMH) rules that were recently approved last year.
5. Added the provision to allow specially designed and manufactured “bag fuel tanks” to be used in jet turbine models.
6. Championed the proposed rule to increase the weight limit for large turbine-powered models (LTMA-2) from 100 lbs to 125 lbs, with a corresponding total maximum thrust limit increase to 135 lbs (about 600 N).

This last rule change is provisional in that it has been approved by the AMA Safety Committee and the AMA Executive Council, but has not yet been reviewed and approved by the FAA – which you may recall is a requirement based on the AMA's official recognition as a Community-Based Organization (CBO) by the FAA. We need that final approval before the new rule becomes official, but the FAA has been approving other proposed rules changes (e.g., the LMH program) fairly readily since this requirement has gone into effect, so we're hopeful that we will get the approval soon. Look for notification and changes to AMA 520-A when we get the final word.

## President's Report (cont'd)

Bob Klenke

With all of this great stuff happening AND the loosening of "restrictions" on our operations championed tirelessly by the AMA, it's a great time to be involved in this hobby! If you have anything that you'd like to discuss or have us work on with the AMA, please let me know – that's the biggest reason we are here.

The flying season is winding down for us at this point. The last official fly-in we attended was the Tiger Meet in October. In spite of the cool October winds, I was able to get a couple of great flights on my X-Treme Jets 1/9.5 scale F-4. I know it's a small model these days, but I'm strictly limited to a 6' by 10' trailer (by my garage and my wife), and I'm not getting any younger or more limber, so small it is. Besides, if you keep it in close, it looks bigger. One issue I did have with it is that it is hard to see when it's turning in towards you and it had what I would call "relaxed stability" in the roll axis. It basically scared the crap out of me several years ago at First in Flight (Wilson!!!) when it disappeared for a second on a turn in and when I could see it clearly again, the roll angle was much steeper than what I had initially set up in the turn – it needed a gyro! I know many guys are running a Cortex on their jets, but I have been resisting the gyro trend, I just didn't feel the need until then. I went with the Futaba GYA553 gyro (I'm a Futaba guy) and tried it on the F-4. I found with the GYA553 set in AVCS mode (what Futaba calls heading hold) at 20% on the roll axis the F-4 is much more stable. It is now much more fun to fly and doesn't seem to scare me at all now. I've made the leap into gyros and I put a GYA553 on my Aerofoam T-45, which gave it similar benefits. I'm not planning on putting a gyro on all my jets, but I'm no longer resistant to doing so if they can significantly benefit from it. Technology!

That's all for now. Back to the shop to work on projects/maintenance for next season....

Bob



*Phantom Taking Off*



*Phantom Landing*



*Phantom Taxiing Back*

## Treasurer's Report

Marty Gurewitz

|                                              |            |            |
|----------------------------------------------|------------|------------|
| Beginning Checking Account Balance 3/31/2024 |            | \$7,177.42 |
| Beginning PayPal Account Balance 3/31/2024   |            | \$0.00     |
| Total Cash on Hand 3/31/2024                 |            | \$7,177.42 |
| Income                                       |            |            |
| Member Dues                                  | \$494.59   |            |
| Total Income                                 | \$494.59   |            |
| Expenses                                     |            |            |
| Bob Klenke: Wix.com                          | \$124.68   |            |
| Smith-Petty Trophies                         | \$154.40   |            |
| PIP Printing-Contrails                       | \$445.57   |            |
| JPO Event Flags (2) Dist III & IV            | \$500.00   |            |
| Total Expenses                               | \$1,224.65 |            |
| Ending Checking Account Balance              |            | \$6,447.36 |
| Current Pay Pal Account Balance              |            | \$0.00     |
| Total Cash on Hand 7/31/2024                 |            | \$6,447.36 |



## Vice President's Report

Mark McCracken

I am sure I am asking the same question most are asking, and that is, where did this year go? As for me I only got a few flights in as I had some home maintenance issues and I'm still trying to fix them, especially since a leaky roof likes to do damage to your ceilings.

As the new VP for the Jet Pilot's Organization, there is a new project I have just started, and with this I hope to bring more attention to the jet community and draw in more members to help support our passion for turbines and the Jet Pilot's Organization.

I am starting a JPO members only Facebook page where you can post upcoming events, pictures and build projects, questions you may need help with, and anything turbine related.

As for the JPO Trophy, all requests for the trophy are to be sent to me, as always go to the JPO website, fill out the form, and email it to me. Somehow a few have ended up landing in my spam folder, hopefully I can correct this and all goes smooth for the 2025 season.

There is a club event that I have attended for a few years and has never had any acknowledgment towards the club and its members. This is a smaller, laid back event tucked away in the outskirts of Utica, NY, located in Frankfort, NY at the Frankfort Highland Airport.

It boasts a wide open area, 2750 x 60 ft very nice runway, with a friendly and relaxing atmosphere. Usually 30-40 pilots attend and a few have even been know to cross the Canadian border to attend. But like all good things, unfortunately, this club has lost this field due to the growing community with homes getting closer to the runway. Our last day there, we were told, there are plans for a new field in the works.



If I never bought another jet/airplane, I would never run out of aircraft, but I did buy another one a few months ago. I finally bit the bullet and bought Boomerang's *Super Elan*. The box that it came in was big, but not that big, or so I thought. After unpacking everything and laying all the parts out, the *Super Elan* is big, but it builds like any other Boomerang and was a quick and easy build.

For power I went with my first Swiwin 240 turbine. For the radio I used a Spektrum receiver with my DX 20 radio, and all Spektrum LiFe batteries. The build did take a bit longer than I thought it would, but with all the housework and work, it took a little longer than the 6 weeks I thought it would. But, then I called Sal, the very same Sal from Sky Candy lights, and let me say, he set me up. I asked for the works, and there are now over a dozen lights mounted. Wing leading edge, navigation, tip tanks, strobe light, and landing gear. She is still waiting for her first flight, and I guess I will be waiting for spring as winter is only a few weeks away. Even though Halloween is tomorrow, where temps are usually in the 40-50s we will be near 80, so who knows just how soon winter will be here.



Continued on Page 7

## District III Report

Erik Rudjord



Ohio  
Pennsylvania  
West Virginia

Greetings District III jet pilots. I hope this was a good flying season for all of you! I was able to get out quite a bit, and traveled to a few events outside our district. In June, I went out to Winimac, IN, for the Jets over the Heartland event, run by Tim Redelman. It was wonderful, and Tim and his crew's hospitality was awesome. The venue is great, with a nice paved runway, and some of the best of us showed up to fly. They provided an awesome lunch and dinner every day. The flight line was busy, but you never had to wait very long to fly and I enjoyed it immensely, and plan on returning next year.

Next up was Highland Jets at the Frankfort-Highland airport near Utica, NY, in July. This was another fun, laid back event. It was well attended, and I enjoyed it. Also in July, was the Berks County Aeromodelers giant scale event, in Kutztown, PA, which is jet friendly, and well attended. August brought me to the Buc-Le Aerosportsmen's giant-scale event, also jet friendly. This event enjoyed a robust turnout, with many jet pilots participating. I also will be CDing the Quakertown Jet Jam there, at the end of September.

One of the things that makes me happy when I'm out flying, is seeing young people participating, at any level, in our hobby. We definitely need more new, young blood in the hobby, to keep it alive, going forward. Good flying sites and strong clubs are becoming too scarce, and it is incumbent on all of us to make the effort to pay it forward, and keep the hobby alive and thriving.

Please share with me anything you feel is appropriate, so I can show it here. We'd all love to see and hear about your latest project, something cool going on in your local club, or even techniques and tips on the latest, greatest things going on with your jets. If nothing else, send me a pic of your favorite jet, preferably with you in the picture, and tell us a little about it. I will always try to put them all in this column. I have included some pics that local guys have sent me. Until next time, be safe, and blue skies!

Erik



Quakertown Pa. AJ made his first complete turbine flight on the buddy box today



This is Paul Swiderski, Kyle Swiderski, and myself. Paul asked me to buddy box his T-1 with his son Kyle, to introduce him to turbines. Kyle is a natural, and will be soon putting all us old guys to shame.





Kevin Rostkowski with EA Havoc SS



Mike Casey with EA BDX



Ed Martino with T-1 models Hawk



Mike Casey with EA Picaro



Ed Martino with his Aerojet F-86



Eric Fagan with his Global Aerojet Shark

## District III Report (cont'd)

Erik Rudjord



This is Muzamil Abbasi, and his wife Poojah, with his Carf Viperjet, at the Buc-Le Aerosportsmen club, in Quakertown Pa.



Ed Martino with his FeiBao T-33



Enzo Grasso with his FeiBao F-100



Richard Guy captured Erik's BVM 1/5 F-16 at Winimac, Jets over the Heartland.

## Vice President's Report (cont'd)



Continued from Page 4

I just want to send out a congrats to someone who earned his turbine waiver this summer. While I was building my *Super Elan*, I had Jeff Kogler contact me over Facebook Messenger and I helped direct him in every way that I could to get his Boomerang *Elan* jet built and flown.

As I end this article, If there any projects you would like to see in *Contrails*, please send them to me. If you should have any questions? Please ask.

Mark

## District IV Report

Scott Strimple



Delaware  
District of Columbia  
Maryland  
North Carolina  
Virginia

It's already late October and I am way late with penning something to share with y'all! The District IV RC Jet Guys have been enjoying a nice summer of flying. We kicked it off with a week in late May at the Carolina Jets event hosted at the Flying Tigers field in South Carolina, followed in July by Jets over Kentucky in Campbellsville, KY, and then several weekends at our home field in Virginia. Sadly, I missed the May event due to Covid but the RC Jet Guys from District IV were present and, despite some windy conditions, had a great time!

The 21st Jets over Kentucky just continues to improve each year. With more than 200 registered pilots, there was never a dull moment on the flight line. Enjoy some of the pictures from this event.

Additionally, I was able to get my Skymaster A10 in the Alaska AG Snowbird scheme airborne for the first time. Powered by 2 Jet Cat P120sx engines, it flew very nice. Thanks to RC Jet Guys Bob Neal for facilitating the maiden flight! Longtime District IV member Marty Gurewitz (JPO Secretary / Treasurer) moved to District 2 in NY but continues to hang with the RC Jet Guys and maiden his Carf *Viper* jet! JPO president Bob Klenke and his son Louie Klenke were active flying their Boomerang *Turbinator* 2 and *Euro-fighter*, and Bob Neal flew both his giant Carf-Skygate *Hawk* and BVM F16 while I kept my *Turbinator* and Krill *Avanti* in the air.

If you haven't been to JoK, you truly need to make the trip. There is just about every kind of jet you can imagine flying. From a giant-scale B52 that drops an X15 to a huge B2, Messerschmitt Me163 *Komet*, Space Shuttle, loads of 3D jets hovering during the breaks and even a large-scale Heli-Factory EC665.



Bryce and his giant Heli.



## District IV Report (cont'd)

Scott Strimple



JPO Treasurer Marty Gurewitz took a selfie while JPO's "big toe" Bob Klenke readies his *Eurofighter*.



After JoK I was smitten with the allure of the giant sport jet and acquired a Carf *Rebel Max* from Dan Hemming. Powered with a Swiwin 300, this jet has amazing slow vertical climbs and flight times in excess of 10 min at half throttle and below. As we prepare for the approaching winter months in VA, we attended the Tiger Jet meet hosted by the Flying Tigers in South Carolina. Enjoy pictures of your District IV and RC Jet Guys having fun! Look forward to seeing y'all at a jet event soon!

Scott



The runway and tent line at Jets Over Kentucky.



Scott's new Rebel-Max and Avanti waiting at the Tiger Meet.



The Flight Line and startup area at Jets Over Kentucky.



The overnight storage hanger at the Tiger Meet.

## District V Report

Marvin Alvarez



Alabama  
Florida  
Georgia  
Mississippi  
Puerto Rico  
South Carolina  
Tennessee

Hello Ladies and Gents! The year 2024 has been a superb one with many events and wish I could attended more! I do want to thank the JPO for giving me the opportunity to be part of an awesome team and helping District V.

2024 started with the inagural event of Jets & Warbirds over Puerto Rico. It was a great event sponsored by the Borinquen RC Model Club. Their event was a great success and many attended as well as many young guns. The crates for the airplanes were delivered free to Puerto Rico going and coming and the only thing you had to take care of was your flight, hotel and car rental. The airplanes were ready and waiting for their pilots just hours before we all arrived.

The event will be taking place again in 2025 from January 9-12. More information can be obtained from the following: <http://www.borinquenrcmodelclub.com>



A few of the crates I delivered to Jacksonville, FL to be shipped to the PR Destination.



Here, we are under the pavilion getting airplanes ready for assembly and flight.

Following, are some pics I took of the actual airplanes and OHHH boy, did we have fun! It was a bit windy, but was amazingly aligned with the runway at all times, so no issues there with cross winds!

## District V Report (cont'd)

Marvin Alvarez

It was definitely a well attended event, and so many turbines were flying that I think turbines were dominating the air on the classic line. Indeed, there were a lot of beautiful scale airplanes and lots of flying. The weather was phenomenal but the storm on Thursday was a nightmare! Lots of water from the rain flooded many areas for a few hours. The following day was a sweet flying day and hot, so one can imagine the smell of the wet grass and fertilization was pleasant, but that didn't keep us from flying and enjoying the most beautiful acreage of Joe Nall. It's an exciting place with so many awesome jets and scale-flying.



## District V Report (cont'd)

Marvin Alvarez

Mr. Archer invites some of us to his private field, usually in the cooler months, in Vero Beach, FL. Mr. Archer does an amazing job spoiling us with amazing food as well.

For a change, I had the honor to be part of the 3rd Annual Ed Wolfkamp Memorial Warbird and Vintage Aircraft event in North Carolina. It was a great event with many pilots showing up, and we flew the heck out of our fingers and the many beautiful airplanes. The event took place at the Riverside Aero Modelers Society: [www.riversiderc.com](http://www.riversiderc.com).

There were a lot of Warbirds and as well quite a few of turbine-powered Warbirds. It was a great time indeed with awesome hospitality from the local members.



## District V Report (cont'd)

### Show Aéreo 2024 San Pedro Sula, Honduras

This was an airshow to benefit the Mario Catarino Rivas Public Hospital in order to benefit those in need with low resources. It's an honor for me to be part of this cause, especially, with our hobby we love. The Honduran Military created this event to help a private doctor who has a small hospital that helps people with low income or resources to the point that he won't charge those who cannot pay. This event was amazing with over \$30K collected and given to the doctor to continue helping those most in need! Blessings to all those involved. Mr Salem Rene flew me to Honduras to help fly the jets and setup gyros and radio settings, indeed what an amazing time it was.



### Jets Over Kentucky 2024

The World's Grandest Jet Event, was held at Campbellsville, KY in Taylor County. Jets Over KY Week offered excitement for over 190 pilots. The new location offered even more growth with sufficient hotels, dining options and unlimited shopping for everyone. The airport is closed for 9 ½ hours of uninterrupted RC flying and all flying is done from the main runway that is 5003' X 75'. All pilots pit on the taxiway with over 1160' X 40' of tent space and many Pop-Up tents.



## District V Report (cont'd)

Marvin Alvarez

Jets Over GA, had its 2nd Jet Event at Good Hope, GA, known as Saraf Farms. Ebel Guldukat, (known as Chetan) has built this amazing facility to fly privately. It is always a pleasure to work with him as I CD the JOG in the fall. We had a smaller turn out, but I did that on purpose to get the event going by word of mouth. The facility can easily accommodate 100 pilots tops for a larger event. Chetan will have GOJ in the fall. Also, Saraf Farms will be hosting other events throughout the year. One may visit his site to get more information. [www.saraffarmsrc.com/about-us](http://www.saraffarmsrc.com/about-us).



So many events have gone by that I wasn't able to attend and I definitely wish I could attend more events and create more content. 2025 should be fun, attending more events. I will have more photos and some content of Jets Over Miami, which will be held in December in Miami, FL at the AMP's R/C Club. The event CD has put a limit of 50 Pilots and ohhh boy did it fill quickly! Working with him, we put a cap of 75 for 2025 and that will be just perfect for the event.

For 2026, Curtis Switzer and I have created the **Ace of Aces International R/C Scale Invitational**. As per Curtis' Words: "Top Gun was an amazing contest and will always be remembered for its great pilots, planes and Frank Tiano's great vision. Ace of Aces will be a new start to what will hopefully be a great scale contest. We will never be able to replace Top Gun, but hopefully we can give scale competitors a new place to show their skills to the world with Ace of Aces."

Marvin

## District VII Report

Tim Toutant



Iowa  
Michigan  
Minnesota  
Wisconsin

Greetings from District VII! It's that time again and what a busy summer it has been with a lot happening within the local jet community.

We had the Oakland County Airport Airshow to attend with many aircraft on display. RC aircraft weren't allowed to fly but we had a great showing of display aircraft from several clubs.

The Selfridge Air National Guard Base had a great Air Show this year and was well attended. I had my A-10 there and the former base Commanding Officer showed up. Brigadier General Slocum, a retired Air Force A-10 pilot, was thrilled to take a picture with my A-10 in the 107th Red Devil's 100th Anniversary Livery (below).



Jet's Over Kentucky was a great place to be (as usual) with the showcasing of many types of jets. A giant-scale all electric B-52 flew flawlessly. My good friend Larry Peterson and his wife, Jordan, from Dist. VII were there and took top honors with their F-100 super detailed jet. A lot of work went into that jet!



Then came the Mid-West Jet Boondoggle at Baldwin Airport, MI. This event was well attended even by our Canadian friends from across the Detroit River. Larry Peterson, his wife Jordan and family were there showcasing his F-18 Hornet. I believe he said he burned up at least 13 gallons of fuel over the weekend.

## District VII Report (cont'd)



Lastly there was a small event at the Hastings airport here in Michigan with a fly-in of Powered Parachutes. Several jet pilots and myself were on hand to display and fly our aircraft and the weather couldn't have been better. Winter is around the corner and it will be interesting to see what comes out to fly next spring. In the meantime, stay safe and happy landings.

Tim

## District VIII Report

Ron Schwarzkopf



Arkansas  
Louisiana  
New Mexico  
Oklahoma  
Texas

Hello District VIII'ers.... Time seems to fly when there are many events going on. Now, it seems like there is an event every other week! For this year, I certainly did not make them all. I hope you've been able to make a few this year. If not, I'll post some pics of events I may (or may not) have attended!

Also FYI – even though this newsletter will likely be received too late, there is a new event to be held in Sweetwater, TX (near Abilene) at the historic Avenger Field (a site where WASP pilots were trained during WW2). I found out about this new event while attending the TX Jets event. This Sweetwater jet event has a website - for more information check out: [turbinesandtumbleweeds.com](http://turbinesandtumbleweeds.com)

### Texas Jets (Mt Pleasant, TX), May 9-12

Hudson Northcutt and the Northeast Texas RC Club hosted this event at their club field. The event had about 31 registered pilots flying off of the 550-ft runway. The weather was pretty nice, and we saw a few new fliers and models at this laidback event.

There is also a really nice aircraft museum just to the East of the field (Mid America Flight Museum), so this jet event has other reasons for you to attend – and on occasion, you can see an impressive flyby of a WW2 aircraft, helicopter, or similar. The vast majority of the aircraft at the museum are flyable.



Vern Montgomery's Tomahawk F-86



Joey Tamez's BDX



Nick Morrow's repainted TopRC Intro Jet



HSD Jet of Chris Gracy



Chris Gracy's HSD Mirage

### 3rd Annual Cajun Jets (Breaux Bridge, LA), May 24-25

Darwin Hector and the Aeromodellers of Acadiana RC Club ran this event at their home field, which provides 850 X 100 ft of smooth-rolled grass runway. I have not been able to attend this event, but the event has been steadily gaining popularity with 36 pilots attending. I'll post a few pics that

## District VIII Report (cont'd)

Ron Schwarzkopf

were forwarded to me, but you can also check their nice webpage at [aoarc.com](http://aoarc.com) for more pics.



Richard and Tracy Guy flying at Cajun Jets

**42nd Annual Greater Southwest Jet Rally (Waco, TX), Sept 5-7**

Dawn Ellzey once again CD'd this event with help from the Heart of Texas Model Aircraft Club (HOTMAC). The temperatures were really nice this year, although at times it could get to be a bit windy. Many fliers came earlier in the week to start the event – in all, about 64 pilots attended.

Some models I noted – Paul Bloxham's Blackburn *Buccaneer* flew very well – especially with the wind we had at times. He is continuing to add more details to his jet, and it looks great! We also had one of the XXL 1/6 scale Skymaster F-14s show up for display, and it is quite large! James Hillin (owner) and his crew were still programming some of the gyro functions on this jet, so it did not fly at the event, but I'm sure it will eventually look great in the air. Ahsan Shams from Louisiana brought a CARF MiG-17 that flew very well, in the hands of Derrick Martin. And there was no shortage of sport models, especially from Elite Aerosports. They also flew a pair of their newest model – the 2 meter *Picaro*, which is sized for about a 100-sized turbine – and it flew great!



Paul Bloxham's *Buccaneer*

## District VIII Report (cont'd)

Ron Schwarzkopf



XXL Skystrike F-14 with lil Dan Massey for size comparison



CARF MiG-17 with Pete Lawton



EliteAerosports New 2m Picaro



Richard Guy and Ronnie Dean's FeiBao F-15s

Ronnie Dean's Baja Hobbies *Big Shark* getting some sun with Vern Montgomery's Tomahawk F-86 behind it.Tu-22 *Blinder* project – Paul Stelly

Paul Stelly is a modeler in Texas that has scratch-built several EDF models – a recent one being a Bell X-1, that was on the cover of a recent edition of *RC Jet International*. He has most recently finished, and has had test flown as I write this, a 1/12-scale F-106 for EDF. He has also built a 1/14-scale Tupolev Tu-22 *Blinder*! The full-scale aircraft flew in the 1960s-70s as a strategic bomber, with 2 aft mounted engine nacelles near the vertical fin base, and was very long and swept. The full-scale aircraft had some not-too-appealing characteristics with the pilots.... Paul has brought both models to an electric fly-in in St George, UT to test fly them. Good luck, Paul!



That's it for now – see you at the next District VIII jet fly!

Ron S.

## Canada District Report

Jeff Daly



Good day everyone. Well, Fall is here and that means the end to a really good jet flying season. I was happy to get my Skymaster 1/6 scale EA-18G *Hornet* up for a dozen flights and attend three jet events this year, two in the US. My local club, the Ottawa Valley Jets, also had a really good year of participation and lots of new jets at the field. Unfortunately, we in Canada are limited to 55 lbs take-off weight which kept some of our larger jets grounded up here, but not grounded at US events.

To provide some feedback on the Skymaster 1/6-scale EA-18G *Hornet*, it flies very well, better than expected! I am impressed with its stability, totally unlike some older F-18 models that had pitchy problems. With leading edge flaps the Skymaster model really can slow down for landing, and I was impressed how stable it is in high AOA. As mentioned in previous *Contrails* articles, I partnered the Powerbox Champion SR2, its gyro and GPS III, with two Jeti REX7 dipole receivers with excellent results. I was impressed with the Powerbox gyro being able to make correct inputs into the elevons in both roll and pitch while independently making correct inputs into the ailerons. I do fly with Powerbox's attitude assist, a type of heading hold for airplanes... rock solid in flight. Next year, my plan is to try to replicate the RCAF's CF-18 airshow demo maneuvers, which is second to none in my opinion!

**Highland Jets, Utica NY, 16-21 July.**

The Mohawk Valley Firebirds hosted a jet event in Utica, NY at the Frankfort Municipal airport. This was a return event for me in JPO District 2 as it is only 3.5 hours from Ottawa, has a great number of pilots from NY and social activities in the evenings. The weather was great and turnout was approx. 30 pilots with mostly sport jets but there were a few scale jets. Thanks to Jason Fitts and the club for taking the time to host the event and for the hospitality extended to the Canadian attendees. I had a great time.

**Snake Island Jet Scramble, Ottawa Valley Jets, 24-25 Aug.**

The Ottawa Valley Jet Club is my home club dedicated to jet modelers in the Ottawa/Montreal region (<https://www.facebook.com/groups/534359140057478/>). We are spoiled with 1500+ feet of manicured grass and no obstructions. Thanks to Greg Hope and the club members for putting on a fantastic event in August. Special thanks to Jeff Lusher for the chef prepared lunches! Unfortunately, due to new Transport Canada limitations, the club was not able to open up the event to the public...maybe next year. It was a great turn-out with 25+ pilots and excellent flying by everyone,

plus awesome weather. We had a good mix of scale and sport jets. Prizes were donated by Altecure RC, Jet North, and OMG Servos – thank you! Check out the enclosed pics from this amazing event by our stellar photographer Larry Ingram!



## Canada District Report (cont'd)

Jeff Daly

## Oil Creek Turbo Fest Jet Fun Fly, 19-21 Sept, Titusville, PA.

Rich Miller organized this event to close-out the fall events in PA in District 3. This event was a first for me and I'm glad I drove 7 hours with a couple other pilots from Ottawa. The Titusville airport is a nice place to fly jets and has Jet A on site. The highlights for me were a couple "formation flights" with three F/A-18s by myself (Skymaster *Super Hornet*), Elckar Monslave (BVM *Legacy Hornet*) and Garrett Wolfe (BVM *Legacy Hornet*). I truly enjoyed the new friendships and the stress-free flying. Thank you Rich...we'll be back.

That's it for me. Time to recharge over the winter and see you all in the Spring and enjoy the photos

Jeff





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\*AMA membership is required for U.S. Residents. JPO Annual Membership Fee is \$25.

Renewal can be online at: [www.jetpilots.org](http://www.jetpilots.org) via PayPal or credit card; or you can fill out and send with check or money order made out to: "The Jet Pilot's Organization" to: Marty Gurewitz, JPO Secretary/Treasurer, 40 Cragmere Oval, New City, NY, 10956



Marvin Alvarez captured this F14 “smokin”  
at Joe Nall